

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Consumer Protection and Safety Division
Rail Transit and Crossings Branch
Rail Crossings Engineering Section

RESOLUTION SX-75
Date: October 5, 2006

RESOLUTION

RESOLUTION SX-75 ORDER AUTHORIZING A TEMPORARY DEVIATION FROM GENERAL ORDER 26-D, SECTION 2.1, ALLOWING THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION A TEMPORARY OVERHEAD CLEARANCE OF NOT LESS THAN 21 FEET 6 INCHES ABOVE THE TOP OF THE HIGHEST RAIL AT THE PACIFIC COAST HIGHWAY OVERPASS BRIDGE STRUCTURE OF STATE ROUTE 1 GRADE-SEPARATED HIGHWAY-RAIL CROSSING (CPUC CROSSING NO. 002H-27.20-A).

SUMMARY

The State of California, Department of Transportation (Caltrans), by letter dated July 11, 2006, requested authority, pursuant to General Order (GO) 88-B, to reconstruct, using a temporary false-work structure, the Pacific Coast Highway Overpass bridge structure of State Route 1 (SR-1) grade-separated highway-rail crossing (grade separation) over the BNSF Railway Company (BNSF) Harbor Branch Line tracks in the City and County of Los Angeles. Caltrans requested authority, pursuant to GO 26-D, Section 16.2, for a temporary deviation from GO 26-D, Section 2.1, which requires a minimum overhead clearance above railroad tracks used for transporting freight cars of 22 feet 6 inches. This resolution authorizes a deviation for a temporary overhead clearance of 21 feet 6 inches above the top of the highest rail during the reconstruction of the Pacific Coast Highway Overpass bridge structure.

BACKGROUND AND DISCUSSION

Caltrans' proposed alteration will consist of upgrading the barrier rail of the Pacific Coast Highway Overpass bridge structure. Caltrans is requesting an exemption from GO 26-D to build a temporary false-work structure beneath the bridge structure and over the track area with a temporary overhead clearance of 21 feet 6 inches above the top of the highest rail.

The public will benefit from the project by improving public safety and by increasing traffic flow. Caltrans identified the existing structure as in need of seismic retrofit. Construction of the temporary false-work structure will allow Caltrans to complete the project within a shorter time frame, with fewer impediments to BNSF, and with less expense to the public.

This is an uncontested matter in which the resolution grants the relief requested. Accordingly, pursuant to Section 311(g)(2) of the Public Utilities Code and Rule 14.6(c)(2) of the Commission's Rules of Practice and Procedure, the otherwise applicable 30-day period for public review and comment is waived.

FINDINGS

1. Caltrans requested a temporary deviation of GO 26-D, Section 2.1 for the reconstruction of the Pacific Coast Highway Overpass grade separation bridge structure of SR-1.
2. Caltrans requested a temporary deviation with overhead clearance of 21 feet 6 inches above the top of the highest rail to build a temporary false-work structure beneath the bridge structure and over the track area.
3. By letter dated February 10, 2006, BNSF's Project Engineer reviewed and gave approval to Caltrans' request for a temporary minimum overhead clearance of 21 feet 6 inches over all BNSF tracks passing beneath the Pacific Coast Highway Overpass.
4. The Commission staff has reviewed Caltrans request and finds that the request is a safe and reasonable temporary alternative to the minimum overhead clearance specified in Section 2.1 of GO 26-D and has merit.

5. The staff recommends that this resolution be adopted.

THEREFORE, IT IS ORDERED THAT:

Pursuant to Section 16.2 of General Order (GO) 26-D, the State of California, Department of Transportation (Caltrans) is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized a temporary overhead clearance of not less than 21 feet 6 inches above the top of the highest rail, during the period of reconstruction of the Pacific Coast Highway Overpass bridge structure of State Route 1 grade-separated highway-rail crossing, CPUC Crossing No. 002H-27.20-A, over BNSF Railway Company's (BNSF) Harbor Branch Line tracks in the City and County of Los Angeles.

The following requirements shall apply to the temporary deviation to GO 26-D, Section 2.1:

1. BNSF shall issue instructions to operating employees of the temporary reduced clearance of 21 feet 6 inches beneath the Pacific Coast Highway Overpass bridge structure and shall submit the instructions in advance of the date when Caltrans will create the temporary overhead clearance to the Caltrans Right of Way Division and to the Los Angeles office of the Commission's Consumer Protection and Safety Division - Rail Operations Safety Branch (ROSB) and Rail Crossings Engineering Section (RCES).

2. Caltrans Right of Way Division shall notify BNSF and the Los Angeles office of ROSB and RCES at least 15 days but not more than 30 days in advance of the date when Caltrans will create the temporary overhead clearance.

This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the Commission at its regularly scheduled meeting on _____.
The following Commissioners voted favorably thereon:

STEVE LARSON
Executive Director